

# Royal Baking Powder

ABSOLUTELY PURE

Strongest, purest, most economical and healthful of all leavening agents.

There are many imitation baking powders sold at a low price. They are made from alum, a corrosive acid which is poisonous in food.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.

## LIVE NEWS OF THE INDUSTRIAL WORLD

### SERIOUS CONDITION OF AFFAIRS ON THE CENTRAL.

Employees Said to Be Preparing for a General Tie-up—Test of the New Steel Coal Car, Which Has Been Purchased by the D. L. & W. Company—Remarkable Run Made on the Erie Road Recently—Order to Central Trainmen Which Has Just Been Issued.

The following dispatch from Mauch Chunk was sent out by the Associated Press last night:

"Conditions have developed among the employees of the Central Railroad of New Jersey which, it is said, threaten a strike on the entire system. The railroad brotherhoods have polled the employees from Jersey City to Scranton, and it is said, nearly all the men favor a general tie up of the lines. The Federated Brotherhood held a largely attended meeting here yesterday and a member of the general grievance committee said it would not be over two weeks before the entire system would be tied up. He says here are many grievances, among them being the extension of the tide-water runs from Hawks station instead of Conport and the reduction of crews on coal and freight trains. "The crews formerly consisted of a conductor, head and middle brakeman and flagman. By a recent order the middle brakeman is dispensed with, and, while not discharged, only three men are allowed to a crew, the time being divided among the brakemen so that each gets but three-quarters of the running time."

### Coal Car's First Trial.

The steel coal car recently received at the Delaware, Lackawanna and Western yard, and of which mention has already been made in this column, was given its first trial Sunday and its practical value tested. It was taken down the Bloom division of the Lackawanna and was put into service at the Avondale, Pottsville, Woodward and other mines. In strength and power it surpasses the cars used at present, of course, and its general utility seems a great improvement. The steel doors in its bottom and its chute sides give it a great advantage over the cars now used in dumping the coal, and it is likely that in time these new conveyances will entirely displace the old ones. The car will be taken to several more of the Delaware, Lackawanna and Western mines and make the entire round, being used at each of the various collieries.

### A Remarkable Run.

One of the most remarkable runs of a passenger train on the Delaware division of the Erie was made by train No. 5 last Tuesday night. The engine was No. 338, Charles Snyder, engineer; Thomas J. Duffy, conductor. The engine had been supplied with a big tank holding 6,000 gallons of water. The run was made between Port Jervis and Susquehanna, a distance of 105 miles, without stopping for water. When the train neared the Deposit Summit the engineer whistled for the pusher, which ran out of the switch up the hill, and train No. 5 gradually slowed up, yet not stopping, coupled on to the pusher, both engines being supplied with Jenny drawbars, and the train was pulled up the hill without loss of time. This is the first time in the history of the Erie that any passenger train has made a continuous run between the two points mentioned above without stopping at Callison or Hancock for water.—Eimira Advertiser.

### Order for Central Trainmen.

Assistant Superintendent of the Jersey Central Railroad Doels has issued the following order to trainmen on the line:

All trains in either direction must be run under control between Tamaqua station and curve east end of new lead track east of Hoak's office, expecting to find engines pulling on main track.

Trains from Silver Brook when given an order to run extra, Tamaqua to Hoak's must be run with train under control expecting to be flagged by west bound train having occasion to take train to Tamaqua or to lack train in P. & R. yard at east end of Tamaqua yard, and must not pull in on yard walks at Tamaqua without permission in each instance.

When necessary, west bound trains having occasion to take cars to Tamaqua or P. & R. yard east of Tamaqua, may do so when directed by proper authority, provided a flagman has been sent ahead a sufficient distance to ensure safety.

When practicable east bound trains should re-

### Anthracite Output.

The production of anthracite coal in the first six months of this year is about one million eight hundred thousand tons greater than in the same period in 1899. There has been an increase in every month this year, and the total production to the end of June was as follows, by months:

Month	Tons, 1899	Tons, 1900
January	8,751,596	4,442,099
February	8,510,459	3,198,000
March	8,416,711	4,139,000
April	8,078,088	3,273,818
May	8,557,000	2,899,753
June	10,024,708	17,865,725
Total	50,988,572	22,472,471

The increased production in June over that month in 1899 was 536,724 tons, and the increase for six months was 1,774,299 tons.

### D. L. & W. Board for Today.

The make-up of the Delaware, Lackawanna and Western board for today is as follows:

WILD CATS, SOUTH.  
Monday, July 9.  
10:30 p. m.—E. M. Hallett.  
Tuesday, July 10.  
10:30 p. m.—J. G. Gidley.  
11 a. m.—O. Kearney.  
11 a. m.—M. Madigan.  
11 a. m.—H. M. Carr.  
11 a. m.—Laddlow.  
11 a. m.—Wall.  
11 a. m.—Kendall.  
11 a. m.—A. Gerrity.  
11 p. m.—C. Cawley.  
11 p. m.—Mogover.

### WILD CATS, NORTH.

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## THE MARKETS.

### Wall Street Review.

New York, July 9.—Not much impression was produced on the stock market today by events and the professional comment of the day were practically all the transactions fell again to very small proportions. The larger volume of dealings and the more important transactions which characterized last week's market were not in evidence today. Nevertheless the price movements of the day were quite wide, owing to the small floating supply of stock. The undertone of the market, however, was unmistakably firm. Even the sharp break in Brooklyn Transit, which stock led the market in point of activity, had very slight effect on the general market, although a few large gains in special stocks were yields in sympathy with it. Brooklyn Transit at the low point was 53 1/2 below the high point. The other local traction stocks were also under pressure. Metropolitan selling at one time, effect on the general market, but rallying. St. Illinois Central rose at one time 3 3/4, and the declines in the stock were quite large. The grain carrying roads were well taken all day in anticipation of tomorrow's monthly crop report, which is expected to show the improved condition from rains in the Northwest. Baltimore and Ohio was a weak feature on the score of the insignificant increase in gross earnings reported for June. The steel stocks were inclined to heaviness. Tennessee Coal losing two points. The movement in the group is supposed to be connected with the attempts to reach an agreement regarding price. Total sales, 242,560 shares.

### Chicago Grain and Produce.

Chicago, July 9.—Wheat following early decline on strong Saturday with a strong close. Wheat—Stock market firm; No. 2 red, 85 1/2; No. 3 red, 85; No. 4 red, 84 1/2; No. 1 hard DuRoi, 82 1/2; No. 2 hard DuRoi, 82; No. 3 hard DuRoi, 81 1/2; No. 4 hard DuRoi, 81; No. 1 soft, 80 1/2; No. 2 soft, 80; No. 3 soft, 79 1/2; No. 4 soft, 79; No. 1 white, 80 1/2; No. 2 white, 80; No. 3 white, 79 1/2; No. 4 white, 79; No. 1 yellow, 80 1/2; No. 2 yellow, 80; No. 3 yellow, 79 1/2; No. 4 yellow, 79; No. 1 extra, 80 1/2; No. 2 extra, 80; No. 3 extra, 79 1/2; No. 4 extra, 79; No. 1 medium, 80 1/2; No. 2 medium, 80; No. 3 medium, 79 1/2; No. 4 medium, 79; No. 1 small, 80 1/2; No. 2 small, 80; No. 3 small, 79 1/2; No. 4 small, 79; No. 1 light, 80 1/2; No. 2 light, 80; No. 3 light, 79 1/2; No. 4 light, 79; No. 1 heavy, 80 1/2; No. 2 heavy, 80; No. 3 heavy, 79 1/2; No. 4 heavy, 79; No. 1 extra heavy, 80 1/2; No. 2 extra heavy, 80; No. 3 extra heavy, 79 1/2; No. 4 extra heavy, 79; No. 1 super, 80 1/2; No. 2 super, 80; No. 3 super, 79 1/2; No. 4 super, 79; No. 1 choice, 80 1/2; No. 2 choice, 80; No. 3 choice, 79 1/2; No. 4 choice, 79; No. 1 fancy, 80 1/2; No. 2 fancy, 80; No. 3 fancy, 79 1/2; No. 4 fancy, 79; No. 1 prime, 80 1/2; No. 2 prime, 80; No. 3 prime, 79 1/2; No. 4 prime, 79; No. 1 select, 80 1/2; No. 2 select, 80; No. 3 select, 79 1/2; No. 4 select, 79; No. 1 good, 80 1/2; No. 2 good, 80; No. 3 good, 79 1/2; No. 4 good, 79; No. 1 fair, 80 1/2; No. 2 fair, 80; No. 3 fair, 79 1/2; No. 4 fair, 79; No. 1 poor, 80 1/2; No. 2 poor, 80; No. 3 poor, 79 1/2; No. 4 poor, 79; No. 1 very poor, 80 1/2; No. 2 very poor, 80; No. 3 very poor, 79 1/2; No. 4 very poor, 79; No. 1 refuse, 80 1/2; No. 2 refuse, 80; No. 3 refuse, 79 1/2; No. 4 refuse, 79; No. 1 shorts, 80 1/2; No. 2 shorts, 80; No. 3 shorts, 79 1/2; No. 4 shorts, 79; No. 1 middling, 80 1/2; No. 2 middling, 80; No. 3 middling, 79 1/2; No. 4 middling, 79; No. 1 low, 80 1/2; No. 2 low, 80; No. 3 low, 79 1/2; No. 4 low, 79; No. 1 extra low, 80 1/2; No. 2 extra low, 80; No. 3 extra low, 79 1/2; No. 4 extra low, 79; No. 1 very low, 80 1/2; 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No. 3 shorts, 79 1/2; No. 4 shorts, 79; No. 1 middling, 80 1/2; No. 2 middling, 80; No. 3 middling, 79 1/2; No. 4 middling, 79; No. 1 low, 80 1/2; No. 2 low, 80; No. 3 low, 79 1/2; No. 4 low, 79; No. 1 extra low, 80 1/2; No. 2 extra low, 80; No. 3 extra low, 79 1/2; No. 4 extra low, 79; No. 1 very low, 80 1/2; No. 2 very low, 80; No. 3 very low, 79 1/2; No. 4 very low, 79; No. 1 refuse, 80 1/2; No. 2 refuse, 80; No. 3 refuse, 79 1/2; No. 4 refuse, 79; No. 1 shorts, 80 1/2; No. 2 shorts, 80; No. 3 shorts, 79 1/2; No. 4 shorts, 79; No. 1 middling, 80 1/2; No. 2 middling, 80; No. 3 middling, 79 1/2; No. 4 middling, 79; No. 1 low, 80 1/2; No. 2 low, 80; No. 3 low, 79 1/2; No. 4 low, 79; No. 1 extra low, 80 1/2; No. 2 extra low, 80; No. 3 extra low, 79 1/2; No. 4 extra low, 79; No. 1 very low, 80 1/2; No. 2 very low, 80; No. 3 very low, 79 1/2; No. 4 very low, 79; No. 1 refuse, 80 1/2; No. 2 refuse, 80; No. 3 refuse, 79 1/2; No. 4 refuse, 79; No. 1 shorts, 80 1/2; No. 2 shorts, 80; No. 3 shorts, 79 1/2; No. 4 shorts, 79; No. 1 middling, 80 1/2; No. 2 middling, 80; No. 3 middling, 79 1/2; No. 4 middling, 79; No. 1 low, 80 1/2; No. 2 low, 80; No. 3 low, 79 1/2; No. 4 low, 79; No. 1 extra low, 80 1/2; No. 2 extra low, 80; No. 3 extra low, 79 1/2; No. 4 extra low, 79; No. 1 very low, 80 1/2; No. 2 very low, 80; No. 3 very low, 79 1/2; No. 4 very low, 79; No. 1 refuse, 80 1/2; No. 2 refuse, 80; No. 3 refuse, 79 1/2; No. 4 refuse, 79; No. 1 shorts, 80 1/2; No. 2 shorts, 80; No. 3 shorts, 79 1/2; No. 4 shorts, 79; No. 1 middling, 80 1/2; No. 2 middling, 80; No. 3 middling, 79 1/2; No. 4 middling, 79; No. 1 low, 80 1/2; No. 2 low, 80; No. 3 low, 79 1/2; No. 4 low, 79; No. 1 extra low, 80 1/2; No. 2 extra low, 80; No. 3 extra low, 79 1/2; No. 4 extra low, 79; No. 1 very low, 80 1/2; No. 2 very low, 80; No. 3 very low, 79 1/2; No. 4 very low, 79; No. 1 refuse, 80 1/2; No. 2 refuse, 80; No. 3 refuse, 79 1/2; No. 4 refuse, 79; No. 1 shorts, 80 1/2; No. 2 shorts, 80; No. 3 shorts, 79 1/2; No. 4 shorts, 79; No. 1 middling, 80 1/2; No. 2 middling, 80; No. 3 middling, 79 1